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				Shipping			•		50X1-HUM
l.	The harbor	of Stral	sund was v	rirtually idl	,to			and ver	y few_
2.	one ship (size unknown) was loaded with lumber at Stralsund and steamed eastwards.  four Russian naval craft were observed coaling at the former 50X1-HUM toroedo boat quay. (The hard coal is brought from the Oder by lighter). The chips had one gun, similar to the German 20 mm. AA gun, forward of the bridge; astern there was an apparatus such as would be used for mine laying and many brand-new mines. These mines were of two different sizes and were painted red and grey respectively.								
	ships were								50X1-HU
3	The depths in the harbor are not known except that the western entrance of the harbor, the "Vierendehlrinne", has a depth of 42 meters.								
4.5	No dredging operations are at present in progress. A dredger was salvaged but is at present in the Staatswerft, where it will presumably be overhauled; when ready, it will be wanted for dredging operations in Stralsund harbor. A second dredger was recently transferred from Stralsund to Wismar.								
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	of two new to the Ball warships we	sheds in astkiste re ancho	which cer quay, whi red. In a	nce recently ment is store ich is near t general, curr to the harbon	ed. Smell the quay rent work	l-scale rep at which the in the har	pairs hav ne abo <b>ve</b> -	re been mention	made led
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CENTRAL INTELLIGENCE AGENCY

50X1-HUM

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factory, except for one building near the entrance. This building, a ceramics factory, is owned by the director of Ingenieurous.

The gardeur beau employs 1,000 workers, in addition, 70 to 80 electricians from local virtus have been ordered to work at the Ingenieur bau for a limited period with their own tools. They have been employed to fit the electrical installations in three new ships under construction. This shippard is a state-owned enterprise. The German manager is anton Will.

The name of the Russian major controlling these works
50X1-HUM

Ships under construction at the Ingenieurbau shippard are of three types: 50X1-HUM

A small type, built at the rate of about two per month.

- b. The second type is built in two sizes, but no longer constitutes the main product of the works. One ship of the smaller variety of this type is released from the former parachute factory every week. The rate of production of the larger type is unknown. The small craft is seven meters long and 1.3 meters broad; the larger type is 17 meters long and 3½ meters broad. Both types have three thwarts and no rigging; the larger model is fitted with an engine; the smaller type has no engine and is similar to the boats formerly used by the German News for rowing competitions. They are painted grey, made of oak, and are strengthened by braces. When completed, these boats are transported by rail via Neubrandenburg and travel in the direction of Szczecin. At present, lack of material seriously hampers 50X1-HUM production. The smaller type cost approximately 2,000 to 3,000 RM but the Russians pay only 1,200 RM for each boat. These craft are described as lifeboats and are protected by cork.
- e. Three ships of the third type are being build in the main factory. They resemble tugs but may well be minesweepers similar to the former German 50X1-HUM Type H-43. They are being built according to Russian specifications, and should they be satisfactory, Ingenieurbau has been promised an order amounting to 20,000,000 RM.

## The Staatswerft

9. This firm is engaged on repair work and employs approximately 150 workers. The manager is Baurat Eruckmueller. These works can only build small craft up to the size of fishing cutters. The new slipway is half-completed.

## Stadtwerft

- This firm has been united with the Bergungskontor, and the new enterprise is now called Schiffsbau und Reparaturwerk and employs approximately 450 to 500 workers. The German Director is one Tops. The Russian control-officer is Rajor Bechmirstov. The firm is engaged in repair work only.
- There were no Russian troops stationed in the Stralsund area apart from the local administration unit and an MVD post.
- 12. The Rigendamm is operating normally for road and rail traffic. The lift bridge in Stralsund harbor is now in operation and has replaced the original temporary construction. It is operated electrically and is only lifted about twice a week because of the lack of water traffic.

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